

GOVERNEMENT STATUS REPORT - POLAND

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INTRODUCTION

The following report contains information on the progress achieved in Poland with regard to chosen aspects of road traffic safety since the time of 18th ESV Conference (Nagoya, 2003). This period is generally characterised as the intensive work towards effective implementation of EU legal instruments in all aspects of our life and co-operation in development of this instruments after our country accession (May 2004). Traffic safety is also involved in that effort at all its main system fields taking into account priorities drawn from accident statistics.

THE PROGRESS IN THE FIELD OF VEHICLE RELATED FACTOR

In fulfilling of the European Treaty schedule and according to the national needs the next 22 ECE 1958 Geneva Regulations were added since Dec 2002 to our type approval system, which is to the extend possible unified with the latest versions of three main framework EU Directives (70/156 motor vehicles, 74/151 – agricultural tractors and 92/61 – motorcycles and mopeds). The legal procedure of accession to next 5 new Regulations is now in progress and we hope this will result of total 118 ECE Regulations applied in Poland by the end of 2005. It is to be stressed that the full harmonisation of Polish technical vehicle requirements was reached by the date of accession and all important safety and environmental items regarding motor vehicles are already in force. Moreover there is also a visible progress of accreditation action inside the research and testing domestic third party laboratories harmonising their quality systems to European Standards. Poland had almost completed internal procedures regarding our accession to 1998 Global Agreement recognising that as an effective way to harmonise world-wide the important vehicle technical requirements. Having started membership in EEVC from the beginning of 2003 we continue close co-operation with IHRA initiative throughout membership on EEVC Steering Committee. For the beginning we joined three Working Groups of EEVC i.e. WG 19: Active-Passive Safety Interaction, WG 21 Accident Statistics and WG 22 Virtual Safety. It is also to be mentioned the participation in international co-operation of Polish biomechanical laboratories in the frame of EPSN.

With regard to the system of periodic technical inspection of in-use vehicles we are also in the process of permanent improvements to its quality and objectivity of checks. The PTI checking equipment is currently under obligatory certification and we started with the continuous training of PTI inspectors. In the result of more stringent requirements regarding the personnel qualification and equipment quality the rate of traffic accidents due to bad technical state of vehicle gone down about next 20% reaching the level of 0.8%. Moreover, there are already around 600 stations of highest technical level having the care agreement with Motor Transport Institute on the base of which they receive latest available data and information regarding professional items. The decision on the accession of Poland to the UN 1997 Agreement on the international PTI had been taken and is to be finalised in 2005.

THE PROGRESS IN THE FIELD OF HUMAN RELATED FACTOR

From the accident statistics it still appears that in the majority of cases the human behaviour is the reason of road accident. Two main groups of road users – drivers and pedestrians are sharing this fatal record in the rate 5 to 1 being involved as casual factor in more than 97% of accidents. Our National Road Safety Council pays the greatest attention to the problem but had, by now, succeeded in limited number of fields. The most important result was achieved in reducing the rate of accidents caused by drunken road users of around 12% during last 2 years. This is however far not satisfactory and leads towards more stringent legislation.

The other activity on the field of human factor realised in last 5 years was direction on road education of children, promotion of safety of non protected road users, improvements of driver training and scientific co-operation in SARTRE 3, IRTAD and BEST-BOB programmes.

THE PROGRESS IN THE FIELD OF ROAD RELATED FACTOR

At this field we noticed some progress but rather far from our expectation. We have by now 420 km of classified motorways only, which is estimated as less than 10% of average in EU countries. Fortunately there are signs of spring in the form of finalisation of agreements between authority and two

main road private investors. During last five year period the road maintenance service managed to improve some 22% of Polish existing road network classified as „national” (38 000 km in total according to EU classification). Taking into account more or less stabile growths of number of vehicles on the roads it seems far not enough. This item is however strongly related to private investors and local authorities (traffic control solutions) and still needs more careful attention of economy rulers.

CONCLUSION AND FUTURE AIM

The overall road traffic safety in Poland seems to be slightly improved during last 2-year period on the base of statistic data given below. But improved does not mean good in comparison to our society need. Taking into account the EU road safety policy goal to reduce by half the number of fatalities on European roads we are started this year the national road safety programme called GAMBIT which is direction to:

- vulnerable road users (pedestrians, bicyclists),

- people commonly ignoring traffic regulations, such as speed limits, drink-driving or not using restraint systems,
- traffic risk on major roads outside built-up areas (on the 6 % of the length of the road network, 25 % of all accidents, 40 % of all killed, 27 % of all injured, severity of accidents: 18 fatalities / 100 accidents),
- young drivers aged 18 – 24 (20 % of all involved in road accidents),
- intoxication of drivers and pedestrians.
- quicker exchange of the oldest part of vehicle stock

We hope that Polish participation in EEVC Working Groups, UN ECE, ESV, IHRA, and EU Commission and Council Working Groups together with ETSC will result in optimal use of our limited resources.

I would like to wish all of you a good co-operation and fruitful exchange of knowledge during this very important scientific international ESV conference being one of the important base for improvement of everyday life – improvement of vehicle safety and thus road traffic safety.

Table 1. Accident Data¹ in Comparison with the Vehicle Stock and Population in Poland in the Period 1993-2004²

Year	No. of accidents	No. of fatalities	No. of injured	No. of vehicles (thousands)	No. of passenger cars (thousands)	Population (thousands)	Fatality factor (No. of fatalities/1 mln of inhabitants)	Accident severity factor (No. of fatalities/100 of accidents)	No. Of passenger cars/1000 inhabitants
1993	48 901	6 341	58 812	10 438	6 771	38 505	16	13	176
1994	53 647	6 744	64 573	10 858	7 153	38 581	17	13	185
1995	56 904	6 900	70 226	11 186	7 517	38 609	18	12	195
1996	57 911	6 359	71 419	11 766	8 054	38 639	16	11	208
1997	66 586	7 310	83 169	12 284	8 533	38 650	19	11	221
1998	61 855	7 080	77 560	12 709	8 891	38 661	18	11	230
1999	55 106	6 730	68 449	13 169	9 283	38 654	17	12	240
2000	57 331	6 294	71 638	14 106	9 991	38 644	16	11	259
2001	53 799	5 534	68 194	14 724	10 503	38 632	14	10	272
2002	53 559	5 827	67 498	15 525	11 029	38 219	15	11	289
2003	51 078	5 640	63 900	15 890	11 580	38 195	15	11	303
2004	51 069	5 712	64 661	16 450	12 100*	38 150*	15*	11	317*

*Estimated

¹ Source: Accident Records filled by the Traffic Police

² Prepared by Road Traffic Safety Centre in Motor Transport Institute

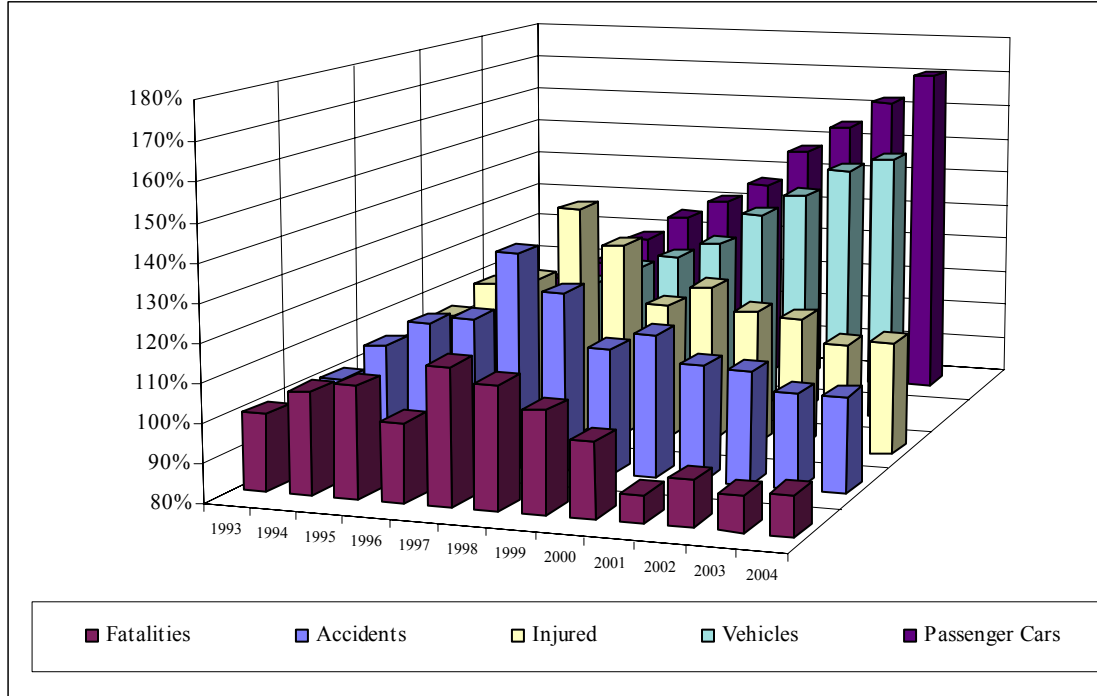


Figure 1. Road Accidents and Vehicle Stock Percentage in Poland in the Period 1993-2002 (1993=100%)